

AGENDA

COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

May 15, 2007

**Aldermen Osborne,
O'Neil, Shea, Roy, Long**

4:00 PM

**Aldermanic Chambers
City Hall (3rd Floor)**

1. Chairman Osborne calls the meeting to order.
2. The Clerk calls the roll.
3. Monthly Health Department update.
4. Discussion pertaining to pedestrian crosswalks.
5. Ordinance amendment requested by Alderman Long.

“Amending Chapter 70: Motor Vehicles And Traffic of the Code of Ordinances of the City of Manchester by expanding the Residential Parking Permit Zone #1 in Section 70.55(D)(1) to include a portion of Elm Street.”

Gentlemen, what is your pleasure?

6. Chairman Osborne advises that the Traffic Division has submitted an agenda, which needs to be addressed as follows:

Stop Signs:

On Edouard Street at Seames Drive, NWC
Alderman DeVries

On Elmwood Ave., at Calef Road, NEC
Alderman Garrity

Stop Signs (Emergency Ordinances):

On Cohas Ave., at Island Pond Road, center island –backup
Alderman Pinard

On Comeau Street at St. Marie Street, SEC
On Comeau Street at Hamburg Street, NWC
Alderman Smith

Rescind Stop Signs (Emergency Ordinances):

On Hamburg Street at Comeau Street, SWC (ordinance number not yet assigned)
On St. Marie Street at Comeau Street, NWC (ordinance number not yet assigned)
Alderman Smith

Rescind Stop Sign:

On Krakow Ave., at Willow Street, NWC
Alderman Long

No Parking Anytime (Emergency Ordinances):

On Tarrytown Road, west side, from Central Street to Lake Ave.
On Tarrytown Road, west side, from Hanover Street to a point 65 feet north of
Central Street
Alderman Osborne

Gentlemen, what is your pleasure?

TABLED ITEMS

A motion is in order to remove any of the following items from the table for discussion.

7. Communication from Parks, Recreation and Cemetery Commission recommending naming the Manchester Recreational Trail system inclusive of Manchester City limits present and future, in honor of Officer Briggs to be called “The Michael L. Briggs Trail System 83.”
(Tabled 11/14/2006)
8. Communication from Alderman Shea proposing the establishment of a Manchester Crime Prevention Committee.
(Tabled 12/12/2006)

9. Communication from Gregory and Barbara Ahlgren requesting recision of "No Parking" zone in front of 338 Walnut Hill Avenue Extension.
(Tabled 04/17/2007. Note: Public Works Director's recommending to follow long-standing City practice of addressing a parking issue by restricting parking on the north side of the street in front of 338 Walnut Hill Avenue.)
10. E-mail communication from Jennifer Drakoulakos expressing her concerns regarding traffic flow and parking problem on A Street.
11. If there is no further business, a motion is in order to adjourn.



CITY OF MANCHESTER

Board of Aldermen



MEMORANDUM

To: Committee on Public Safety and Traffic

From: Alderman Osborne, Chairman

Date: April 18, 2007

Re: Pedestrian Crosswalk Traffic Policy

Please be advised that as Chairman of the Committee I wish to revisit the matter relating to the pedestrian crosswalk traffic policy.

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City of Manchester Traffic Division

Pedestrian Crosswalks Traffic Policy

PURPOSE: Both pedestrians and motorists in the City of Manchester have rights and responsibilities on the roadway. Pedestrians must obey signals and yield to motorists if not crossing at an intersection or a crosswalk. Conversely, motorists are required to yield to pedestrians at crosswalks and when crossing at intersections. Excessive use of signs and pavement markings can substantially reduce the effectiveness of such devices. A consistent application of this policy will serve both the motorist and pedestrian within the City of Manchester.

PROCESS: All requests for the installation of crosswalks will be reviewed by staff of the Highway Department, Traffic Division, and the Police Department for determination and recommendation to the Committee on Public Safety and Traffic.

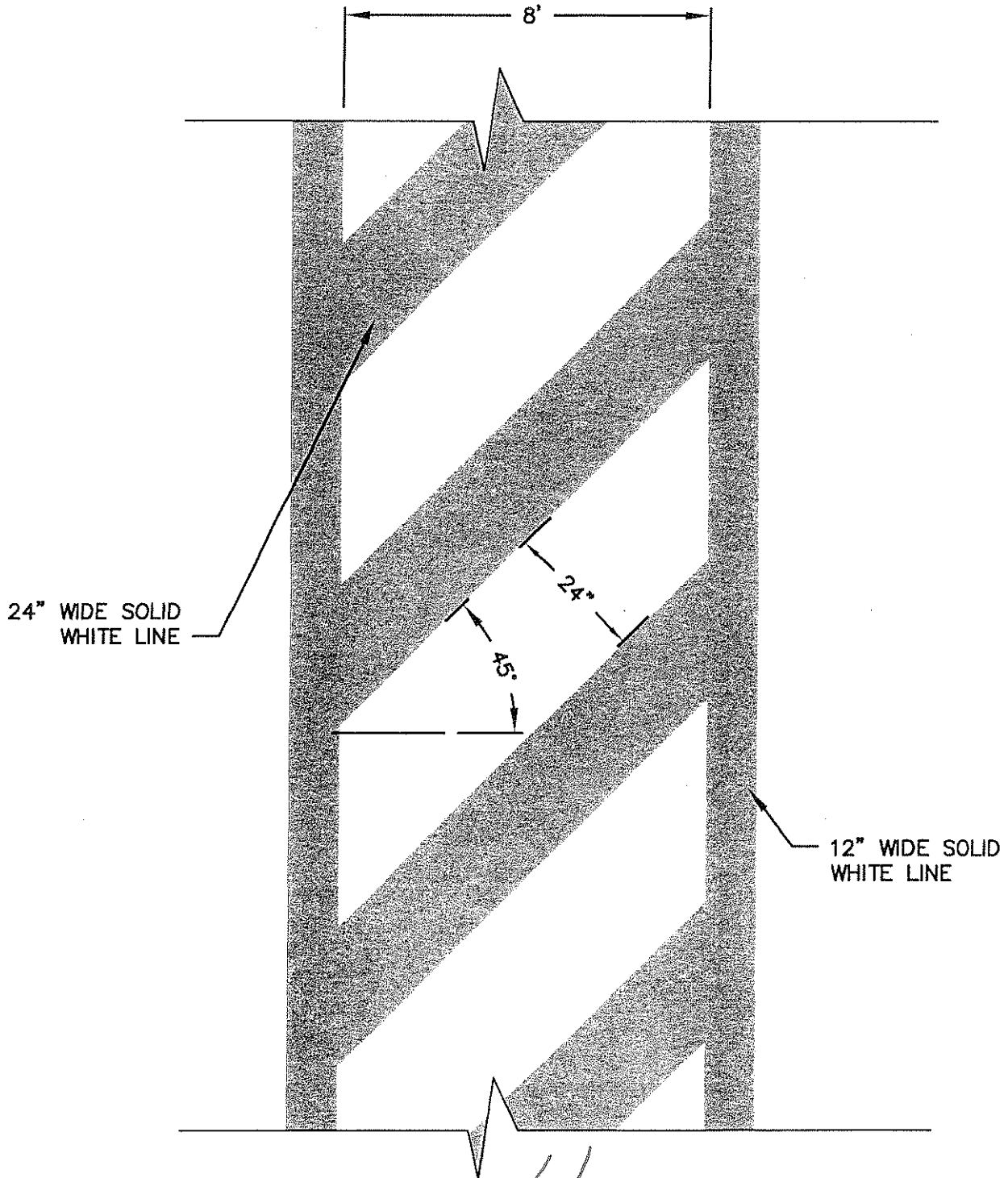
POLICY: The following guidelines are standards and warrants for the installation of crosswalks within the City of Manchester.

1. The provisions of the Manual on Uniform Traffic Control Devices (MUTCD) shall be followed.
2. Relevant speed, volumes, accident records, pedestrian counts, sight obstructions, and demographic analysis shall be reviewed when considering pedestrian crosswalk installations.
3. Pedestrian crosswalks shall be placed only at locations that are unusually hazardous or at locations not readily apparent as having pedestrian movement.
4. Pedestrian crosswalks shall only be placed at intersections, unless there is an extenuating circumstance. The existing mid-block crosswalks shall be considered grandfathered in.
5. Any of the following conditions may warrant pedestrian crosswalks:
 - a. Those locations adjacent to and along established pedestrian routes to and from a school.
 - b. Locations adjacent to community centers, libraries, and other high use public facilities.

PEDESTRIAN CROSSWALKS (Continued)

- c. Locations adjacent to public parks.
 - d. Locations where accident records, sight obstructions and/or pedestrian volume warrants the installation.
 - e. Locations where significant numbers of physically challenged persons cross a street.
 - f. Locations where significant numbers of senior citizens cross a street.
- 6. Type I (hash marks) crosswalks shall be installed on streets that are not supervised by a traffic control device (stop sign or traffic signal).
 - 7. Type II (single line) crosswalks shall be installed on all streets that are supervised by a traffic control device, with the exception of the Elm Street and the school zone crosswalks.
 - 8. All existing Type I (hash marks) crosswalks shall be considered grandfathered in.

CITY OF MANCHESTER
TRAFFIC DIVISION

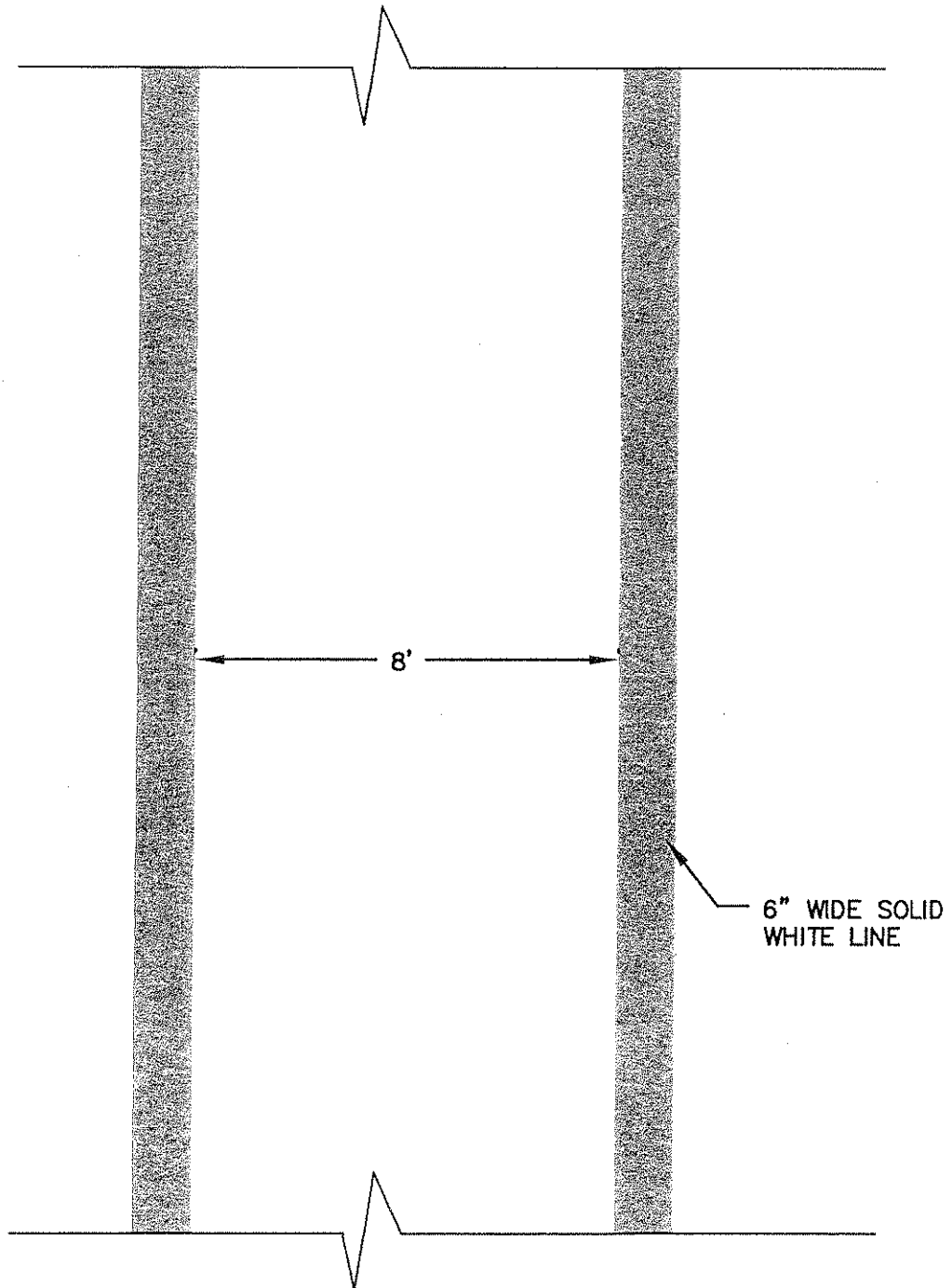


TYPE 1 CROSSWALK DETAIL

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NOT TO SCALE

CITY OF MANCHESTER
TRAFFIC DIVISION



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TYPE 2 CROSSWALK DETAIL

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NOT TO SCALE

City of Manchester New Hampshire

In the year Two Thousand and Seven

AN ORDINANCE

“Amending Chapter 70: Motor Vehicles And Traffic of the Code of Ordinances of the City of Manchester by expanding the Residential Parking Permit Zone #1 in Section 70.55(D)(1) to include a portion of Elm Street.”

BE IT ORDAINED, By the Board of Mayor and Aldermen of the City of Manchester, as follows:

- I. Amend the Code of Ordinances by deleting language as stricken (-----) and inserting new as bolded (**bold**). Sections of the following chapters that remain unchanged appear in regular type.

§ 70.55 RESIDENTIAL PERMIT PARKING.

(D) *Residential Parking Permit Zones.* The following areas are hereby designated as the Residential Parking Permit Zones:

- (1) Residential Parking Permit Zone #1.

(a) Area consisting entirely of the Amoskeag Corporation Housing Historic District (as defined in the Manchester Zoning Ordinance) which is an area bounded generally by Mechanic Street on the north, Pleasant Street on the south, Franklin Street on the east, and Canal Street on the west, but not to include Franklin Street and Canal Street except for 287, 633, 635, 641, 643, 647, 649, 657, and 659 Canal Street. The north side of Mechanic Street and the south side of old Pleasant Street shall not be included in the program.

- (b) Kidder, Hollis and Dow Streets.

(c) Bedford Street from Kidder Street southerly to Pleasant Street.

(d) **West side of Elm Street from 1382 Elm Street to 1480 Elm Street.**





CITY OF MANCHESTER
Parks, Recreation & Cemetery Department

625 Mammoth Road
Manchester, NH 03104-5491
(603) 624-6565 Administrative Office
(603) 624-6514 Cemetery Division
(603) 624-6569 Fax

COMMISSION

Stephen Johnson, Chairman
Sandra Lambert, Clerk
George "Butch" Joseph
Michael Worsley
Dennis Smith
Ronald Ludwig, Director

Pub. Safety
11-14-06 Tabled

November 6, 2006

Alderman Ed Osborne, Chairman
Committee on Public Safety and Traffic
One City Hall Plaza
Manchester, NH 03101

Re: Naming of Manchester Recreational Trail System

Dear Alderman Osborne,

The Parks, Recreation and Cemetery Commission would like to recommend naming the Manchester Recreational Trail System inclusive of Manchester City Limits, both present and future, in honor of fallen Police Officer Michael Briggs. The official name of entire trail system in Manchester would hereby be named, "The Michael L. Briggs Trail System 83".

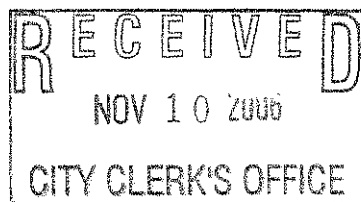
It is understood that the official process is for this recommendation to be presented to the Committee on Public Safety and Traffic, for consideration. In anticipation of a favorable response it is further understood that the request would then be subject to the approval of the Board of Mayor and Aldermen.

The Parks, Recreation and Cemetery Commission would appreciate any consideration the Committee and BMA could give in granting this request.

Sincerely,

Ronald E. Ludwig
Director

Cc: Parks, Recreation and Cemetery Commission



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CITY OF MANCHESTER

Board of Aldermen



IN BOARD OF MAYOR & ALDERMEN

DATE: November 28, 2006

ON MOTION OF ALD. Shea

MEMORANDUM

SECONDED BY ALD. Pinard

refer to the Committee on
VOTED TO Public Safety and Traffic.

Sam Bernini
CITY CLERK

To: Board of Mayor and Aldermen

From: Alderman Shea *M.P.S.*

Date: November 28, 2006

Re: Establishment of a Manchester Crime Prevention Committee

My purpose in proposing the establishment of such a committee would be to examine the causes for increases in serious crimes in Manchester and I am recommending that members of the committee include the following:

- a) Manchester Police Chief (Chairman);
- b) a representative of the NH State Police;
- c) a representative of the Sheriff's Department;
- d) a representative of the Manchester Police Commission;
- e) a representative of the DEA (research purposes);
- f) a representative of the FBI (research purposes);
- g) Chairman of the Board of Aldermen;
- h) a representative of the Office of Youth Services;
- i) a representative of the Mayor's office; and
- j) utilization of local colleges for research purposes.

The committee would be in conjunction with the Mayor's action plan for neighborhood improvements and predicated upon the Manchester Refugee Resettlement Advisory Committee report submitted in May 2006.

Upon conclusion a report would be submitted to the Board of Mayor and Aldermen for their review no later than March 2007.

4-17-07 Tabled



**City of Manchester
Department of Highways**

227 Maple Street
Manchester, New Hampshire 03103-5596
(603) 624-6444 Fax # (603) 624-6487

Commission

Edward J. Beleski
- Chairman
Joan Flurey
William F. Houghton Jr.
Robert R. Rivard
William A. Varkas

Frank C. Thomas, P.E.
Public Works Director

Kevin A. Sheppard, P.E.
Deputy Public Works Director

March 30, 2007
#07-016

Public Safety and Traffic Committee of the
Honorable Board of Mayor and Aldermen
CITY OF MANCHESTER
One City Hall Plaza,
Manchester, New Hampshire 03101

**Re: Walnut Hill Avenue
Parking/Driveway Access**

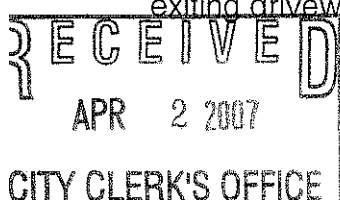
Dear Committee Members:

Walnut Hill Avenue is a public roadway having a 40 foot right-of-way. A typical 40 foot street has a 24 foot paved travelway with 8 foot sidewalk areas on either side. Walnut Hill Avenue presently has no parking posted on the southerly side of the street and the northerly side of the street has no parking restrictions.

Mr. Tenn who resides at #312 Whitford Street has raised a concern about his ability to exit his driveway onto Walnut Hill Avenue if there are vehicles parked on the roadway on the north side of the street in front of #338 Walnut Hill Avenue (Ahlgren Property). Mr. Tenn has two City approved driveway curb cuts. One is located on Whitford Street and a second one located on Walnut Hill Avenue. Due to the grade of his driveway off Whitford Street, the Tenn's utilize the Walnut Hill Avenue driveway, especially, in the winter.

Standard engineering automobile turning radiuses placed on Mr. Tenn's driveway do indicate that exiting his driveway with vehicles parked on Walnut Hill Avenue is extremely difficult without backing up half way through the turn and further cutting the wheel.

As previously noted to the Committee by Mr. Hoben of our Traffic Division, a 24 foot street typically cannot accommodate on-street parking if traffic volumes require two-way traffic movement. In addition, on-street parking on a 24 foot street does make entering and exiting driveways difficult as noted by Mr. Tenn.



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March 30, 2007

Pg. (2)

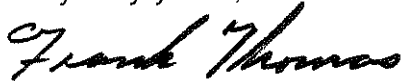
The recommended practice to correct problems on a 24 foot street resulting from parked vehicles is to restrict parking.

A modification to Mr. Tenn's driveway was proposed by CLD to resolve Mr. Tenn's turning problems if vehicles are parked on the roadway. This proposal can be implemented and will improve Mr. Tenn's turning problems. (See attached plan prepared by the Department of Public Works.) The Department of Public Works' proposal notes a widening of the existing curb cut from approximately 18 feet to 24 feet. This proposal would be conditioned on the Building Department approving a 24 foot curb cut, which is above the 20 foot maximum curb cut permitted. This new curb cut permit would have to be applied for by Mr. Tenn at a cost of \$30.00 and if the Highway Department made the modifications, the material costs would be approximately \$150.00.

Requiring a property owner to make modifications to their driveway is not the usual practice to address an on-street parking issue. Therefore, it would be our recommendation to follow the long standing City practice of addressing a parking issue by restricting parking on the north side of the street in front of #338 Walnut Hill Avenue.

We will be available to answer any questions you may have on this matter.

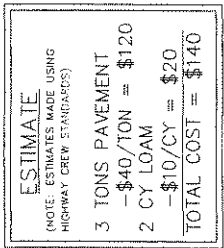
Very truly yours,



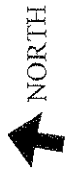
Frank C. Thomas, P.E.
Public Works Director

/c

cc: Alderman Mark E. Roy
Alderman Daniel O'Neil



WALNUT HILL AVENUE
MANCHESTER, NEW HAMPSHIRE
MARCH 2007



SCALE:
1" = 10'

Gregory and Barbara Ahlgren
338 Walnut Hill Avenue Extension
Manchester, NH 03104
(603) 669-6117
March 1, 2007

Board of Mayor and Alderman
City of Manchester
C/o City Clerk's Office
1 City Hall Plaza
Manchester, NH 03101

Request To Vacate Approval of No Parking Zone in front of 338 Walnut Hill
Avenue Extension

Dear Mayor and Aldermen,

We have owned our home on the north side of Walnut Hill Avenue Extension here in Manchester for over eleven years. Walnut Hill Avenue extension is a short, dead end residential street with no cross streets and on which there are only six houses. Last fall, at the request of a neighbor whose address is actually on Whitford Street, but whose back yard abuts Walnut Hill Avenue Extension, "no parking" signs were placed along the entire south side of Walnut Hill Avenue Extension. Our alderman advised that the request was granted because a safety issue was raised since Walnut Hill Avenue is only 24 feet wide, and if cars happened to be parked at the same point on both sides of the street simultaneously an emergency vehicle might have trouble fitting through. Although this south side ban created an inconvenience to us and other neighbors, to our knowledge no one on the street objected.

This past week we learned that the same neighbor requested that the "no parking" signs be expanded to the north side of the street, but only directly in front of our house. Through some error we were not notified of this request. We learned of it *after* the Board of Mayor and Alderman had already acted upon it and approved the installation of these signs. We object to the installation of "no parking" signs and request that approval for them be vacated.

Apparently, our neighbor bases his request on a safety issue he claims exists because he finds it inconvenient to exit the secondary driveway at the rear of his lot when our guests are parked in front of our house. This location is immediately adjacent to our own driveway, which is how all occupants and guests enter and exit our home. Our neighbor's primary driveway actually exits onto Whitford Street, and is not affected by vehicles parked in front of our home on Walnut Hill Avenue Extension.



A "no parking" zone on the north side of Walnut Hill Avenue Extension directly in front of our home would be extremely inconvenient for us and for our guests. It would also negatively affect the value of our home. Parking is already banned along the entire south side of Walnut Hill Avenue Extension, which has already reduced available parking on the street. This would further reduce available parking. In addition to being inconvenient the requested additional ban also creates an unsafe condition. Both of us have elderly relatives who visit frequently, and we have a teen-age daughter who frequently hosts study group sessions for her fellow Central High School students. We also entertain guests who park in front of our house. Walnut Hill Avenue slopes down sharply to the west, which would force our guests to traverse a steep incline to reach our home if the ban were imposed. This would be especially difficult in the dark, or when the street is icy. Although we have ground lights that illuminate the area immediately in front of our home where guests now park, and where the ban is proposed, to both the east and west of our home the street is unlit and dark at night, thereby creating a further personal safety issue should the proposed ban take effect.

There is simply no safety rationale for the ban. To allow the ban would impact the use and enjoyment of our home when no *public safety* issue warrants it. The ban prohibiting us from using a section of the street in front of our home would be imposed solely for the convenience of one neighbor, whose primary driveway is actually located on Whitford Street. If he does have problems negotiating his vehicle out of his driveway he could simply widen its mouth, and thereby remedy his problem.

We would request that this request to vacate be taken up at the meeting on Tuesday, March 6, 2007, and that a copy of this letter be forwarded to all aldermen in advance of that meeting.

Thank you for your cooperation in this matter.

Very truly yours,



Gregory Ahlgren



Barbara Ahlgren

March 6, 2007.

In Board of Mayor and Aldermen.

On motion of Alderman O'Neil, duly seconded by Alderman Duval, it was voted to accept the report and amend by removing the "No Parking Anytime" on Walnut Hill Avenue item and referring that item back to the Committee on Public Safety and Traffic and accept report and adopt original report as amended.



City Clerk

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4-17-07 Tabled

LeBlond-Kang, Paula

From: Hoben, James
Sent: Thursday, March 29, 2007 10:42 AM
To: LeBlond-Kang, Paula
Subject: FW: Contact The City Of Manchester NH Online

Please place on next Traffic agenda.

-----Original Message-----

From: Boutilier, Denise
Sent: Thursday, March 29, 2007 10:33 AM
To: Hoben, James
Subject: FW: Contact The City Of Manchester NH Online

-----Original Message-----

From: webmaster
Sent: Thursday, March 29, 2007 10:30 AM
To: Boutilier, Denise
Subject: FW: Contact The City Of Manchester NH Online

Denise,
Is this an email your department can address?
Rick

-----Original Message-----

From: drakoulakosj@nashua.edu [mailto:drakoulakosj@nashua.edu]
Sent: Thursday, March 29, 2007 9:49 AM
To: webmaster
Subject: Contact The City Of Manchester NH Online

Name: Jennifer Drakoulakos
Address: 59 A St
City: Manchester
State: New Hampshire
Zip: 03102
Email: drakoulakosj@nashua.edu

Message: I'm not sure who would take care of this, but we are having a parking problem on A St. The VNA Childcare is located at the end of our street. They do not provide parking for their employees. So, they take up all the available parking on A St. This is causing a problem. We have limited parking as it is. A No Parking/Loading Zone was thankfully created across from my house or I wouldn't be able to get in or out of my driveway. We have a multi-handicapped child in a wheelchair. My next door neighbor has a no parking area in front of their driveway or they wouldn't be able to get in or out of their driveway. We can only park on one side of the street. Maybe our street could be made into sticker parking only & enforced. Also, the parents drive so fast down our street. We have at least 15-20 kids out playing & someone's going to get hurt or killed. Can't speed bumps be placed so we can protect our kids at play?

Now we have a CVS being built across the street which is going to cause even greater traffic flow for our area which also doesn't have sidewalks for safety.

Thank you for your time in reading this.

Jennifer Drakoulakos
59 A St
Manchester, NH 03102
(603) 647-4064

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